



***Wellington Comprehensive Plan
Transportation Element***

TRANSPORTATION ELEMENT GOALS, OBJECTIVES AND POLICIES

GOAL 1.0 *Provide a transportation system that meets the needs of Wellington and the larger community of which Wellington is a part while maintaining a high quality of life for Wellington residents and businesses.*

TRAFFIC CIRCULATION OBJECTIVES and POLICIES

Objective 1.1 Motorized and non-motorized transportation system: Achieve a safe, convenient, and efficient motorized and non-motorized transportation system consisting of arterial, collector and local street and roads; pedestrian ways; bicycle ways and equestrian trails which provide: 1) acceptable levels of service; 2) alternate routes of travel for major traffic flows; and 3) minimal vehicular intrusion into residential neighborhoods. This objective shall be made measurable by its implementing policies. Wellington has been successful in implementing the Future Transportation Map, Public Transit Systems Map, and Equestrian Circulation Map adopted in the Comprehensive Plan. The various modes of transportation utilized throughout Wellington operate at acceptable levels of service and with minimal intrusion into residential neighborhoods. Alternative routes for major traffic flows are available and can be developed as necessary. The Transportation Map series is Exhibit "A".

LEVEL OF SERVICE, CONTINUITY AND FINANCING POLICIES

Exhibit "B" includes data and analysis analyzing the Roadway Level of Service performance of the roadways within Wellington and projects the transportation system needs through the five-year planning time frame. The schedule of Capital Improvements with committed funding for necessary Roadway Level of Service projects is located as Exhibit "A" of the Capital Improvement Element.

Policy 1.1.1 Wellington shall regulate the timing of development for the purpose of maintaining at least the following peak hour Level of Service Standards on streets and roads that lie within its municipal boundaries:

Street or Road	LOS	Qualifying criteria
State Road 7/U.S. 441	D	Or as otherwise allowed and mandated by the Florida Department of Transportation
Forest Hill Boulevard	D	or as otherwise allowed by applicable traffic standards.
All Wellington local, collector and arterial streets and roads	D	

All Wellington rural collector and arterial streets and roads	E	
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For purposes of this plan the following definitions shall apply:

Rural Collector: These roads shall be designed to maximize safety and minimize traffic speeds in the Equestrian Preserve Area. They shall be no more than two lanes, except for turn lanes. Rural Collectors may be paved or unpaved and shall be designed and marked in a manner to limit vehicular speeds.

Rural Local Roads and Streets: These roads shall be designed to maximize safety and minimize traffic speeds in the Equestrian Preserve Area. They shall be no more than two lanes. Rural local roads shall be unpaved except when a majority of the owners along such road agree to paving. These roads shall be designed and marked in a manner to limit vehicular speeds.

Rural Arterial: These roads shall be designed to maximize safety and minimize traffic speeds in the Equestrian Preserve Area. They shall be no more than two lanes, except for turn lanes. Rural Arterial Roads shall be paved and shall be designed and marked in a manner to limit vehicular speeds.

Policy 1.1.2 Wellington shall review all proposed developments and issue development orders only when it finds that a proposed development will not cause roadway levels of service to fall below the above Policy 1.1.1 standards or cause further degradation of service if conditions at the time of the review indicate that standards are already below the above standards.

Policy 1.1.3 Immediately upon adoption of this comprehensive plan, Wellington shall, as a matter of policy, pursue practical strategies designed to protect the interregional and intrastate functions of State Road 80/Southern Boulevard, a Strategic Intermodel Systems (SIS) facility. Such strategies shall be designed to keep local traffic from using State Road 80/Southern Boulevard to the maximum extent feasible given the constraints of the existing build environment. Such strategies may include, but not necessarily be limited to:

Maintaining a lot density of residential development in the Palm Beach Little Ranches area in order to minimize the number of local trips which originate in this isolated area of Wellington and designate in the main part of Wellington and which utilize State Road 80/Southern Boulevard.

Maintaining a low density of residential development along the northern boundary of Wellington in proximity to State Road 80/Southern Boulevard in order to minimize the number of local trips which originate in this area of Wellington and designate in another area and which utilize State Road 80/Southern Boulevard.

Relocating the access to the Palm Beach Little Ranches area in order to minimize conflicts between traffic entering and leaving this area and through traffic on State Road 80/Southern Boulevard.

Studying alternative means of connection between Palm Beach Little Ranches and Wellington without having to access the regional transportation system and without creating a direct connection between Forest Hill Boulevard and Southern Boulevard.

Permitting and encouraging the development of employment accommodating land uses in parts of Wellington not directly served by State Road 80/Southern Boulevard or served by separate access roads connecting with State Road 80/Southern Boulevard. Such land uses shall be encouraged because the employment opportunities which they provide reduce the need to use State Road 80/Southern Boulevard as a means of reaching the jobs which are disproportionately located in areas to the east of Wellington, areas which are accessible only or primarily via State Road 80/Southern Boulevard. As a matter of public policy, Wellington hereby affirms the following finding of Reid Ewing, *et al* as published in *Developing Successful New Communities*: Wellington has been developed in accordance with a well designed plan which can be improved primarily by the addition of employment opportunities.

Maintaining the existing distribution of higher density residential land uses and higher intensity non-residential land uses in locations which are accessible to public transit routes.

Policy 1.1.4 As a condition for development approval, Wellington shall require that proposed new developments include internal connections with existing and proposed collectors where feasible and efficient to disperse traffic and alleviate congestion.

Policy 1.1.5 Wellington shall maintain safe, handicapped-accessible walkways where feasible along heavily traveled roadways.

Policy 1.1.6 Wellington shall annually prepare a report on the status of streets and roads within and near Wellington. Such reports shall document traffic volumes and accident frequencies, evaluate levels of service, identify needed improvements and estimate the costs of improvements. Such reports shall be part of the factual basis for formulating capital improvements policies and budgets. As a part of such reports, Wellington shall evaluate the desirability of adopting lower Level of Service Standards as an option to constructing additional lanes over and above the number shown in the Future Traffic Circulation Map.

Policy 1.1.7 Wellington shall enact and enforce land development code standards and a review process to control roadway access points, on-site traffic flow and on-site parking. The land development code may require the use of joint access drives for

adjacent uses. It will set minimum design standards for: **1)** the spacing and design of driveway curb cuts; **2)** the size of ingress and egress lanes for major land uses; **3)** the spacing and design of median openings; and **4)** the provision of service roads. State highway access management standards will be utilized in developing roadway access point controls, particularly on Forest Hill Boulevard. The access management controls will be tailored to help achieve the ends set forth in Objective 1.1.

Policy 1.1.8 Wellington shall require that on-site circulation and parking be designed to ensure adequate circulation isles, turning radii and parking spaces. Parking regulations shall establish the minimum number of parking spaces which shall be required to serve uses; minimums shall be based on intensity measures such as building square feet. Parking regulations shall establish appropriate minimum sizes for circulation isles, parking stalls and parking stall angles. General standards may provide guidance for discretionary review of parking lot layout in order to ensure that the layout will be safe, convenient and attractive. On-site traffic flow and on-site parking standards may be designed to encourage the use of bicycles by requiring bike racks under certain conditions. Pedestrian access ways may be required through large parking lots to connect building areas to public sidewalks.

COMMUNITY CHARACTER AND NEIGHBORHOOD COMPATIBILITY POLICIES

Policy 1.1.9 Wellington shall not increase the number of lanes of any collector under Wellington jurisdiction from four lanes to six.

Policy 1.1.10 Wellington shall take appropriate additional coordination steps as it deems practical and effective to encourage Palm Beach County to maintain the “Palm Beach County Comprehensive Plan 2025 Roadway Network” map and other relevant documents so that Forest Hill Boulevard is shown as a four-lane cross section rather than a six-lane cross section between South Shore Boulevard and Wellington Trace North. Appropriate steps might include political persuasion, providing funding for other road improvements inside or outside Wellington and applying for special classifications (such as CRALLS) that allow a lower level of service standard. Wellington shall encourage the Palm Beach County MPO and other appropriate agencies to provide funds to widen Southern Boulevard to the maximum possible cross section west of U.S. 441. If and when Palm Beach County shall change the proposed cross section of Forest Hill Boulevard between South Shore Boulevard and Wellington Trace North, then this policy shall be interpreted as requiring no more than a four-lane cross section for that segment. At all times, this comprehensive plan shall be interpreted as articulating the public policy preference of Wellington that Forest Hill Boulevard between South Shore Boulevard and Wellington Trace be a four-lane cross section rather than a six-lane cross section. This policy preference is articulated subject to the understanding that it cannot be implemented against the will of the governmental unit having jurisdiction.

Policy 1.1.11 Wellington shall take such appropriate additional coordination steps as it deems practical and effective to encourage Palm Beach County to maintain the “Palm

Beach County Comprehensive Plan 2025 Roadway Network” map and other relevant documents as they are currently configured with respect to Lake Worth Road which is shown not connecting to Southern Boulevard and/or to Seminal Pratt Whitney Road and/or to any other such road that would have the effect of introducing regional through traffic into the Wellington equestrian area. Appropriate steps might include political persuasion, providing funding for other road improvements inside or outside Wellington and applying for special classifications for other roads (such as CRALLS) that allow a lower level of service standard. Wellington shall take such additional appropriate steps as may be necessary to coordinate with the State Planning Agency with respect to Lake Worth Road by informing the Department that Wellington has undergone an extensive coordination effort with Palm Beach County with respect to Lake Worth Road. That effort resulted in official actions being taken in 1997 by Palm Beach County to amend its Comprehensive Plan to delete a previously shown connection of Lake Worth Road to Southern Boulevard. That coordination effort continues in the form of monitoring the actions of Palm Beach County with respect to Lake Worth Road, which is now not shown as connecting to Southern Boulevard on the “Palm Beach County Comprehensive Plan 2025 Roadway Network” map in effect as of the date of the enactment of this Policy 1.1.11 by Wellington.

Wellington shall take appropriate additional coordination steps as it deems practical and effective to encourage Palm Beach County to change the “Palm Beach County Comprehensive Plan 2025 Roadway Network” map and other relevant documents so that South Shore Boulevard and Lake Worth Road are shown as a two-lane cross sections rather than a four-lane cross sections between Pierson Road and 120th Street.

Policy 1.1.12 Wellington shall coordinate with the Metropolitan Planning Organization (MPO) and Florida Department of Transportation (FDOT) plans to improve State Road 7 and State Road 80/Southern Boulevard.

Policy 1.1.13 Wellington shall utilize State Gas Tax funds for a repaving and reconstruction program and other transportation activities. Among the items which are specifically authorized and encouraged by this policy are the installation, repair and replacement of: streets, roads, bridges, sidewalks, pedestrian ways, bicycle ways, equestrian trails, rights-of-way, street lighting, traffic signs, traffic signals, other traffic control devices, pavement markings, and public transportation facilities. This policy specifically authorizes debt service as well as current expenditures. The types of expenditures listed here are representative and the types enumerated are not meant to exclude any other expenditure which would otherwise be consistent with state law.

PEDESTRIAN AND BICYCLE POLICIES

Policy 1.1.14 Wellington shall install bicycle lanes if feasible when collector roadways are expanded.

Policy 1.1.15 Wellington shall continue to maintain a detailed bicycle and pedestrian plan which links neighborhoods, schools and other community service centers in a safe and convenient manner.

Policy 1.1.16 Wellington shall prepare an overall bicycle and pedestrian circulation plan along specified collectors and arterial roads by January 2011, cooperate and/or coordinate to the extent feasible and shall cooperate and/or coordinate to the extent feasible with the implementation of the Palm Beach County Bicycle Transportation Master Plan.

Policy 1.1.17 By June 2011, Wellington shall identify missing links needed to complete its bicycle and pedestrian circulation plan and shall also provide a general cost estimate for consideration of inclusion in the 5 Year Capital Improvements Program.

Policy 1.1.18 Wellington shall continue to ensure new development contains sidewalks, pedestrian and bicycle related amenities as required by the Land Development Regulations.

Policy 1.1.19 Wellington shall ensure new development contains linkages to surrounding development and amenities where needed and feasible.

Policy 1.1.20 By 2014 Wellington shall complete an analysis to determine if additional improvements are required to facilitate safe and efficient pedestrian and bicycle traffic in the vicinity of the new municipal complex and adjacent recreational facilities.

Policy 1.1.21 Wellington shall continue to coordinate with the MPO as a member of Bicycle/Greenway/Pedestrian Advisory Committee (BGPAC).

EQUESTRIAN POLICIES

Policy 1.1.22 Wellington shall implement its system of streets and roads in coordination with the system of equestrian trails and other equestrian facilities set forth in the Goals, Objectives and Policies of the Equestrian Element.

Objective 1.2 Coordination of traffic circulation with land use: Wellington shall continue to coordinate the traffic circulation system with land uses shown on the Future Land Use Map in a manner consistent with the Future Traffic Circulation Map. This objective shall be made measurable by its implementing policies.

Policy 1.2.1 Wellington shall approve no alteration in the existing traffic circulation system, which materially reduces the continuity and rights-of-way of arterials or collectors shown on the Future Traffic Circulation Map.

Policy 1.2.2 Wellington shall utilize traffic calming devices at appropriate locations on collectors, rural collectors and local streets.

Objective 1.3 Coordination with the MPO: Wellington shall continue to coordinate with the plans and programs of the Metropolitan Planning Organization. Wellington has also coordinated its transportation planning with the MPO. A member of The Wellington Council now is on the MPO Board. Staff also serves on MPO Technical Advisory Committees.

Policy 1.3.1 The Wellington staff shall annually review and evaluate the Florida Department of Transportation 5-Year Transportation Plan, the Palm Beach County Transportation Improvement Program and the traffic circulation plans and programs of adjacent communities to determine if plans and programs contained therein necessitate any revision to this or other elements of this Comprehensive Plan.

Policy 1.3.2 Appropriate Wellington staff shall attend selected meetings of Metropolitan Planning Organization and any related *ad hoc* committees pertaining to traffic and transportation issues affecting Wellington.

Policy 1.3.3 Wellington shall revise this Traffic Circulation Element as necessary in response to the above.

Policy 1.3.4 Wellington shall coordinate with the MPO for the County's planned urban interchange at the intersection of Forest Hill Boulevard and State Road 7.

Objective 1.4 Coordination with transit authority: Wellington shall continue to coordinate with the plans and programs of Palm Tran and with the MPO. This objective shall be made measurable by its implementing policy.

Policy 1.4.1 Appropriate Wellington staff shall attend selected meetings of Palm Tran pertaining to levels of service for buses and other transit.

Policy 1.4.2 Wellington shall continue to coordinate with Palm Tran and the MPO regarding the planning, construction and maintenance of a park and ride facility adjacent to the Wellington Green Mall or other appropriate location.

Objective 1.5 Right-of-way protection: Wellington shall protect existing rights-of-way and future rights of-way from building encroachment. In particular, achieve zero net loss of right-of-way from building encroachment.

Policy 1.5.1 Wellington shall use the Land Development Regulations and the Building Code enforcement procedures to protect existing rights-of-way through setback requirements which prohibit right-of-way encroachments of any kind. These regulations shall be adopted and implemented consistent with the requirements of Chapter 163, F. S.

Policy 1.5.2 Wellington hereby adopts the following standard right-of-way widths for public collector streets, local streets, rural arterial roads, rural collector roads and rural local roads:

Type	Standard right-of-way
Collector Street	120 feet
Local Street	60 feet
Rural Arterial Road	120 feet
Rural Collector Road	120 feet
Rural Local Roads	120 feet

Collector street rights-of-way are set at 120 feet because existing collectors have a 120-foot right of way and because a 120-foot right-of-way provides ample width for a four lane divided configuration plus pedestrian and bicycle facilities and swales. Rural arterial roads, rural collector roads and rural local roads are set at 120 feet to allow comfortable separation between vehicles and horses. The classifications referred to above are the same as the classifications on the Future Traffic Circulation Map. The standards in this policy shall not apply to private roads, which may be less than 60 feet in width.

The Amended Future Transportation Map including Figure T.1 (Street and Road Classifications and 2001 Cross Sections), T.2 (Future Traffic Circulation Map) and T.3 (Street and Road Classifications and Jurisdictions) attached hereto are hereby adopted.

Policy 1.5.3 Wellington shall require conveyance of roadway and intersection rights-of-way consistent with the adopted Palm Beach County Thoroughfare Right-of-way Identification Map (with respect to state and county thoroughfares) and The Wellington Future Traffic Circulation Map and the objectives and policies of this comprehensive plan.

MASS TRANSIT OBJECTIVES AND POLICIES

Objective 1.6 Greater use of mass transit: Wellington shall encourage greater use of existing mass transportation facilities and encourage mass transit usage along major roadways. Achievement of this objective shall be measured by the implementation of the following policies:

Policy 1.6.1 Wellington staff shall keep abreast of bus service needs and notify the Palm Tran staff of desirable service changes as necessary.

Policy 1.6.2 Wellington shall encourage the inclusion of bus stops and bus shelters in the design of any expansions of roads not under Wellington jurisdiction and in private developments which might generate significant bus demand. The policy shall be effectuated wherever feasible by locating bus shelters on or near local roads where necessary and desirable to provide convenient service to residential areas of relatively high density.

Policy 1.6.3 Wellington shall maintain and enhance where feasible the current configuration of land uses which places higher density residential uses and retail and other non-residential uses in close proximity with transit routes.

Objective 1.7 Provision of transit and coordination of transit planning: The Wellington shall provide efficient mass transit and paratransit services based on existing and proposed major trip generators. In particular, provide the Palm Beach County transportation planning agencies with ad hoc periodic development reports and other input on the status of any development which could alter the need for bus and paratransit services. This objective shall be made measurable by its implementing policies.

Policy 1.7.1 Wellington shall support increases in the frequency of bus service on arterial and collector streets when such increases are determined to be an effective means to relieve over capacity during peak hours. Wellington shall support increases in service provided on local streets where such service meets the needs of areas of high population concentration or populations with special transportation needs and where such service can be accomplished with the minimum realistic disruption of neighborhood quietude.

Policy 1.7.2 Appropriate Wellington staff shall attend selected meetings of Palm Tran, the Metropolitan Planning Organization, the Florida Department of Transportation and any other public transportation agency offering special services for the disadvantaged.

Policy 1.7.3 Transit level-of-service standards in coordination with those adopted by Palm Beach County are hereby adopted for Wellington by reference. The relevant Palm Beach County policies are Palm Beach County Transportation Element Policies 1.1-h and 1.1-i which read as follows:

The County shall maintain a level of service, for the purpose of concurrency management, that requires mass transit services be available to accommodate a minimum of ½% of the total trip demands.

The County (through the MPO) shall maintain a level of service performance standard to regularly monitor and evaluate each mass transit bus route by assessing peak hour headways. For each individual route, a minimum LOS shall be established which would dictate that no individual route shall exceed 1.5-hour peak-hour headway.

The above standards are adopted for Wellington subject to the interpretation that they are to apply on a countywide basis rather than in Wellington per se. Wellington hereby makes a legislative determination that such standards could be mutually exclusive and detrimental to the development of transit service if they were to be applied in Wellington per se (as opposed to county-wide) and thereby used via the concurrency management system to block development that could help support ridership. Also, Wellington hereby makes a legislative determination that such standards are adopted in coordination with motorized traffic level-of-service standards as set forth in Policy 1.1.1 above.

Policy 1.7.4 Wellington shall ensure development or redevelopment along major transportation corridors accommodates mass transit.

Objective 1.8 Coordinate with plans for “transportation disadvantaged people:”

On a continual basis, Wellington shall coordinate with Palm Tran, the Metropolitan Planning Organization, the Florida Department of Transportation and any public transportation agency offering special services for “transportation disadvantaged people.” This objective shall be made measurable by its implementing policies.

Policy 1.8.1 Appropriate Wellington staff shall attend selected meetings of the Palm Tran staff, the Metropolitan Planning Organization, the Florida Department of Transportation and any other public transportation agency offering special services for the disadvantaged.

Policy 1.8.2 Wellington shall encourage the use of wheelchair accessible buses on Wellington routes.

Policy 1.8.3 Wellington shall provide sidewalks at bus stops on arterials when costs permit.

Objective 1.9 Transit right-of-way protection: Wellington shall protect existing and future mass transit rights-of-way, but not mass transit corridors which are inconsistent with the character of Wellington. In particular, achieve zero net loss of right-of-way from building encroachment throughout the period during which this plan is in effect.

Policy 1.9.1 Wellington shall use the land development code as enacted, the land development code enforcement procedures and the building code enforcement procedures to protect existing rights-of-way through setback requirements which prohibit right-of-way encroachments of any kind. These regulations shall be adopted and implemented consistent with the requirements of Chapter 163, F. S.

Policy 1.9.2 Wellington shall take such appropriate steps as it deems practical and effective to prevent the establishment of a “bullet train” corridor at inappropriate locations through Wellington. Appropriate steps shall not necessarily be limited to political persuasion.

OTHER TRANSPORTATION ELEMENT OBJECTIVES AND POLICIES

Objective 1.10 Wellington shall identify effective and useful ways in which the transportation element requirements not previously identified in this element can be fulfilled.

Policy 1.10.1 Wellington shall continue to coordinate with Palm Beach County as the County implements its Transportation Element Policies 1.3-c and 1.3-d, which state, respectively:

The County shall coordinate transportation demand management [(TDM)] strategies with land use strategies. Examples include density and intensity of land uses, parking supply and increasing transit attractiveness.

The County shall promote programs which reduce per capita vehicle miles traveled (VMT) and discourage single occupant vehicle trips, recognizing that these programs assist in reducing the overall air quality emissions. This can be accomplished through supporting Tri-Rail, bicycling, alternative fuels, ridesharing, alternative work hour programs, public transit, parking management and other transportation control measures.

In addition, no later than 2010, Wellington shall identify and evaluate transportation demand management programs that may be particularly compatible with all other elements of this plan and reduce the number of vehicle miles traveled per capita. As part of this effort, Wellington shall coordinate with related efforts of Palm Tran. As of this time, it is recognized by Wellington as a matter of policy that the most effective TDM strategy available to Wellington is likely to be the coordinated implementation of Transportation Element Policy 1.1.5 which is incorporated herein by reference.

Policy 1.10.2 Wellington shall continue to coordinate with Palm Beach County as the County implements its Transportation Element Policies 1.3-b, which states:

Transportation System Management (TSM) strategies that include optimization of traffic signal systems, turning lanes, ridesharing and other innovative transportation system management activities shall continue to be implemented by the appropriate agencies within Palm Beach County.

In addition, no later than 2010, Wellington shall identify and evaluate transportation system management strategies that may be particularly compatible with all other elements of this plan and improve transportation system efficiency and safety. As part of this effort, Wellington shall conduct a search of the professional literature and practices in similar jurisdictions.

Policy 1.10.3 Consistent with Palm Beach County Transportation Element Policy 1.1-h, Wellington shall cooperate to the extent feasible with Palm Tran efforts to provide transit service able to accommodate at least one half of one percent of the total trip demand for Palm Beach County. Wellington shall implement this policy consistent with the realization that the budget limits and ridership patterns of Palm Tran may necessitate lower levels of transit service in Wellington than elsewhere in order to concentrate Palm Tran resources in areas which can be more efficiently serviced by public transit facilities. In addition, no later than 2010, Wellington shall identify and evaluate numerical indicators (such as modal split, annual transit trips per capita and auto occupancy rates) against which local mobility goals can be measured. As part of this effort, Wellington shall conduct a search of the professional literature and practices in other jurisdictions. Also as part of this effort, Wellington shall coordinate with the efforts of the Palm Tran authority. As of this time, it is

recognized by Wellington that the major key to implementing this policy is likely to be the coordinated implementation of the Future Land Use Map which concentrates higher density and higher intensity land uses in locations where they have the best chance of being serviced by public transit.

Policy 1.10.4 Wellington shall continue to support the proposed extension of Lyons Road by Palm Beach County to serve as a reliever road for State Road 7.

Policy 1.10.5 Wellington shall continue to promote car pooling programs such as the park and ride lot jointly installed, operated and maintained by Wellington and Palm Beach County Palm Tran.

Objective 1.11 Greenhouse Gas Reduction Strategies

Wellington shall incorporate transportation strategies to reduce greenhouse gas (GHG) emissions from the transportation sector.

Wellington's GHG reduction strategies are contained within goals, objectives and policies throughout the Transportation Element. These strategies are intended to:

1. Continue to increase pedestrian, bicyclist and equestrian amenities within Wellington.
2. Promote transportation alternatives to single occupant vehicles.

Exhibit “A”

Transportation Element and Energy Conservation Map Series

1. Current Transportation Map
2. Future Transportation Map
3. Maintenance Responsibility Map
4. Palm Tran Routes and Stops

Exhibit “B”

Transportation Evaluation Series

Part 1- Existing (2005/2006) Peak Hour Directional Link Analysis

Part 2- Five Year (2011) Peak Hour Directional Link Analysis

Part 3- Long Range (2025) Peak Hour Directional Link Analysis